

North Tyneside Council Report to Cabinet Date: 12th March 2012

ITEM 7(a)(ii)
Title: Traffic Regulation
Order (Proposed
Residential 20 mph Zone
– Wiltshire Gardens/Drive)

Portfolio(s): **Transport and the Green
Environment**

Cabinet Member(s): **Cllr E Hodson**

Report from Directorate: **Chief Executive's Office**

Report Author: **Ken Wilson, Head of Regeneration,
Development and Regulatory Services** (Tel: 0191 643 6091)

Wards affected: **Northumberland**

PART 1

1.1 Purpose:

The purpose of this report is to detail, and request Cabinet to set aside, one objection received to the proposal to introduce a 20 mph zone and speed cushions on residential streets in the Westmorland Estate Wallsend, including Wiltshire Gardens, Wiltshire Drive and neighbouring streets accessed via these streets.

1.2 Recommendation(s):

It is recommended that Cabinet:

- i. Consider the objection received;
- ii. Set aside the objection in the interests of road safety; and
- iii. Approve the proposals as shown on the plan attached as Appendix 3.

1.3 Forward Plan:

This report appears on the Forward Plan for the period 1 February to 31 May 2012.

1.4 Council Plan and Policy Framework

This report relates to the following themes/programmes/projects in the Council Strategic Plan 2011-2015:

Priority 4: Our Environment

Theme 4.4: Working with partners to keep North Tyneside safe

Outcome: 20mph zones will be in place.

1.5 Information:

1.5.1 Background

- 1.5.1.1 The Council is now in the final year of a five-year programme to introduce 20mph zones in residential areas and outside schools in the borough. The introduction of 20mph zones is a key element of the Council's Road Safety Strategy, approved by Cabinet on 11 January 2010, as are other road safety measures including education, enforcement and infrastructure works as appropriate. North Tyneside has a long and successful history of addressing road safety issues and since the late 1990s the Council has introduced numerous traffic calming measures, including 20mph zones, in response to concerns about road casualties and speeding problems. As a result the long-term trend in the borough shows a continuing decline in the number of deaths and serious injuries on our roads despite rising levels of car ownership and use in the borough.
- 1.5.1.2 When an area is to be designated as a 20mph zone, traffic speed surveys are first undertaken to determine the existing average speeds. Using the standard national assessment criteria, if the average speed is over 24mph then measures such as road markings or physical traffic calming may be included in order to reduce the average speed below 24mph.

1.5.2 Statutory Consultation

- 1.5.2.1 Regulations made under the Road Traffic Regulation Act 1984 require that all schemes involving a change in speed limit must be advertised on site and in the local press. This enables members of the public to object to the proposal. Any objectors are first sent a detailed response and invited to reconsider their objection. Any objections not withdrawn are referred to Cabinet for its consideration.
- 1.5.2.2 Regulations made under the Highways Act 1980 require that all schemes involving the introduction of speed cushions must be advertised on site and in the local press. This enables members of the public to object to the proposal. Any objectors are first sent a detailed response and invited to reconsider their objection. Any objections not withdrawn are referred to Cabinet for its consideration.
- 1.5.2.3 A copy of the statutory notice as advertised on site is attached as Appendix 2.

1.5.3 Summary of Objectors

- 1.5.3.1 An objection was received on the 25th January 2012 from Mr V, he has objected to the extension of this speed limit throughout Wiltshire Drive and the construction of even more speed humps. He sees no justification for these additional measures and states that to his knowledge there have been only two accidents in over 30 years. The full text of Mr V's objection is included in Appendix 1.
- 1.5.3.2 Officers responded by informing Mr V that there had been 7 accidents along this road over the last five years and that it was felt necessary to address this. The changes to the traffic calming would also help reduce sign clutter and reduce maintenance costs. The full text of the officer response is also included in Appendix 1.
- 1.5.3.3 Mr V did not wish to withdraw his objection.

1.6 Decision options:

Cabinet may:

Option 1

Approve the recommendations set out in section 1.2.

Option 2

Not approve the recommendations set out in section 1.2.

Option 1 is the recommended option.

1.7 Reasons for recommended option:

Option 1 is recommended in the interests of road safety recognising that the proposals are part of the Council's adopted Road Safety Strategy and form part of an approved action in the Council Strategic Plan 2011-2015.

1.8 Appendices:

Appendix 1: Letters / emails of objection and associated correspondence

Appendix 2: Copy of statutory notice as advertised on site

Appendix 3: Plan of scheme (drawing WILTSHIR/001) A1 sized version is available on the Council website, will be displayed in each group room and will be available for inspection at the Cabinet meeting.

1.9 Contact officers:

Derek Smith, Senior Manager, (0191) 643 6106

Kevin Ridpath, Network and Transportation Manager (0191) 643 6089

Paul Fleming, Team Leader, Traffic and Network Management, (0191) 643 6116

Alison Campbell, Financial Business Manager, (0191) 643 7038

1.10 Background information:

The following background papers/information have been used in the compilation of this report and are available at the office of the author:

(1) North Tyneside Road Safety Strategy 2010 - 2013

(2) Tyne and Wear Local Transport Plan 2011 onwards (LTP3)

(3) Plan of scheme is available on the Council website, will be displayed in each group room and will be available for inspection at Cabinet.

PART 2 – COMPLIANCE WITH PRINCIPLES OF DECISION MAKING

2.1 Finance and other resources

Funding is available from the Council's 'Urban Safety Schemes' programme within the Local Transport Plan capital allocation for 2011/12, which was approved by Cabinet on 7 March 2011.

2.2 Legal

Introduction of local highway schemes such as 20mph zones is carried out in compliance with the relevant statutory process under the Highways Act 1980.

2.3 Consultation/community engagement

2.3.1 Internal Consultation

The views of Ward Members are sought at the initial stage of the development of a scheme for a 20mph zone and are taken into account.

2.3.2 External Consultation/Engagement

Consultation carried out with residents during the development of the scheme is detailed in paragraph 1.5.2.

2.4 Human rights

The proposals within this report do not have direct implications in respect of the Human Rights Act 1998.

2.5 Equalities and diversity

There are no adverse equalities or diversity issues arising from this report. There are potential positive equal opportunity implications in that physical accessibility, particularly for people with disabilities, may be improved.

2.6 Risk management

There are no adverse risk management implications arising from this proposal.

2.7 Crime and disorder

There are no direct crime and disorder issues arising from this report.

2.8 Environment and sustainability

There are no direct environment and sustainability issues arising from this report.

PART 3 - SIGN OFF

- Strategic Director(s) X
- Mayor/Cabinet Member(s) X
- Chief Finance Officer X
- Monitoring Officer X
- Strategic Director with
Responsibility for Community
Engagement X

Appendix 1 Letters of objection received and officer response

From: Mr V
Date: 25th January 2012
Subject: 20MPH

I wish to submit my objection to the above proposal.

Firstly, I would point out that I have no objection to the recently introduced 20 mph speed limit on Wiltshire Drive in the Redesdale School location which is imposed at certain times and alerted by flashing lights.

I do, however, object to the extension of this limit throughout Wiltshire Drive and the construction of even more speed humps. I see no justification for these additional measures.

I have lived at the address below for over 30 years and to my knowledge there have been only two accidents on Wiltshire Drive (north of Redesdale School). One happened near the junction of Wharfedale when a vehicle skidded on ice and the other involved a motor cyclist who failed to negotiate a 'speed calming' chicane in the Westerdale vicinity. The first accident would have occurred at 20 or 30 mph and the second would probably not have happened at all had the 'speed calming' device not intervened. It is possible, of course, that other accidents that were speed related have occurred without my knowledge and I am sure you will tell me if that is the case.

I can only speak from personal experience and as a regular user of Wiltshire Drive I have never regarded it as a hazardous road for either pedestrians or vehicles and at a time when Local Authorities are looking to cut expenditure I need to be convinced that these proposed measures are justified and have any cost benefit.

Regards

Mr V

From: John Kermode
Subject: 20MPH objections

Dear Mr V,

Thank you for your E-Mail regarding our proposals to install a 20mph speed restriction within Wiltshire Drive Estate, Wallsend.

There have been 7 recorded injury accidents along the route over the last 5 years, these accidents have been pedestrian incidents, speeding related and driver error. We have a programme to create 20mph speed limits on all residential roads through out the borough and one of the areas still outstanding is the Wiltshire Drive area. We have been asked by ward councillors to look at the main road and consider changing the speed limit on the entire link road which would mean a review of the current traffic calming features and assess the accidents. By lowering the speed limit on the Wiltshire Drive we would help address safety concerns as well as reduce the signing requirements. There will be four main entry signs needed if we include Wiltshire Dr or if not then it would be approximately 40 new signs as we would need to sign every street entrance off the route. When we have considered the cost of this proposal it is more sensible and cost effective to use the same funding that would have been spent on signs and

poles to address the existing accident issues and look to improve safety along the entire route. This will also help with the maintenance of the traffic calming features as some that will be replaced are deteriorating and need repaired. This proposal will remove/replace some of the features and help with future maintenance costs.

As there is already existing traffic calming along the route, the traffic surveys have revealed that the speeds are already at or near the required 20mph criteria, therefore the additional alterations along the route will help reinforce this and control the speeds more appropriately

Whilst I know this response will not satisfy all your concerns, I hope this response has explained the reasons for the changes. In order for NTC to proceed with the scheme I would be grateful if you would consider my comments and withdraw your objection.

Should you not withdraw your objection then this matter will be taken to the Council's Cabinet for consideration in March. I would be grateful if you could respond to me before the 17th Feb 2012 with your response.

Thank you and regards
Mr Kermode

From: Mr V
Subject: 20MPH Objections

Dear Mr Kermode.

1. I am grateful for your response but I am afraid that I have not been persuaded to withdraw my objection to the above proposal. My reasons are outlined below and should be regarded as an addition to my original objection.

2. Although I am aware that the Local Authority has a responsibility over road safety issues I have to say that I am astonished to read that North Tyneside Council (NTC) has a Borough wide programme to introduce a 20 mph speed limit on all residential roads. Such an indiscriminate approach must surely rely on an assumption that all residential roads in the Borough suffer from speed related problems and require this draconian and costly solution. What evidence is there to substantiate this assumption?

3. The amount of individual road signage etc. required for such a wholesale undertaking and the cost involved is bound to be extraordinarily high with most residential roads leading off main roads that are subject to a different speed limit. Modern housing developments comprising primarily of one main access road leading to a multitude of small cul-de-sac type residential roads unmistakably highlights this precise problem. The answer is not, however, to further compound this unsystematic approach to road safety by attempting to include the main roads in the residential road mix in order to cut costs. This is simply wrong and further discredits an already questionable programme. If NTC has money to spend on road safety concerns surely that money should be targeted on specific areas where there is clear evidence that speed related problems do actually exist.

4. You tell me that there have been "7 recorded injury accidents along the route over the past 5 years". You do not define "route" nor say where these accidents occurred or how many of them were speed related. I mentioned in my objection that I do not object to the 20 mph speed limit on Wiltshire Drive in the Redesdale School vicinity. This is not solely because of the location of the school but also because on that short stretch of Wiltshire Drive between Station Road roundabout and Farndale there are five access routes for a church, a small housing area, public

house, school and supermarket car park. I accept, therefore, that with five closely positioned access routes catering for both pedestrians and vehicles there could be road safety issues in that particular vicinity. However, that poorly planned 300 metre stretch of road is not representative of the remainder of Wiltshire Drive or the residential roads that lead off. With regard to these residential roads, if Swaledale is a typical example they are mainly short cul-de-sacs where 20 mph is not even achievable.

5. Finally, and perhaps most tellingly, you say that your traffic surveys have shown that the existing traffic calming measures already in existence on Wiltshire Drive ensure speeds close to 20 mph. This is consistent with my own experience and further demonstrates my view that there is no justification whatsoever in spending even more money just to “reinforce” a speed limit which is already being met. Furthermore, it begs the fundamental question of how speed can be an issue in this area when your own evidence clearly shows that it is not. Surely, in the current financial climate, it is even more important that extensive and costly programmes such as this are evidence based and can be justified on a need, cost and benefit basis. I would be extremely surprised if NTC do not have other more pressing and clearly demonstrated demands on their budget.

Regards

Mr V

Appendix 2 Copy of statutory notice as advertised on site

NORTH TYNESIDE COUNCIL

WESTMORLAND ESTATE, WALLSEND

20 MPH SPEED LIMIT & TRAFFIC CALMING ORDER 2012

North Tyneside Council gives notice that it proposes to make an Order under section 83(2) and 84(1) and (2) of the Road Traffic Regulation Act 1984.

The effect of the Order, if made, will be to introduce a 20 mph speed limit along the full lengths of the following roads:

Wiltshire Drive, Waltham Close, Wiltshire Gardens, Wimslow Close, Woburn Close, Worthing Close, Welwyn Close, Ribblesdale, Littondale, Westerdale, Rosedale, Deepdale, Ryedale, Calderdale, Eston Court, Dalton Court, Bishopdale, Sutton Court, Wensleydale, Wharfedale, Swaledale, Coverdale, Airedale, Farndale, Brooksmead, Cotterdale, Worsley Close

In accordance with Section 90C of the Highways Act 1980, North Tyneside Council gives notice that it intends to construct a set of speed cushions complying with the Highways (Road Humps) Regulations 1999 along the following:

Wiltshire Drive, 30m in a southerly direction taken from its junction with Ribblesdale.
Wiltshire Drive, 45m in a southerly direction taken from its junction with Rosedale.
Wiltshire Drive, 25m in a south-westerly direction taken from its junction with Wensleydale
Wiltshire Drive, 27m in a southerly direction taken from its junction with Swaledale
Wiltshire Drive, 40m in a southerly direction taken from its junction with Swaledale.

The proposed dimensions of the speed cushion are:-

Length along the highway to be 3.7m
Width across the highway to be 1.7m
Height to be 75mm
Ramp gradients to be 1 in 13
Side tapers to be 1 in 4

The proposed Order is necessary to reduce vehicular speeds and ensure safety of all highway users.

Details of the proposals, together with a map showing the restriction, may be examined at the address below 9.30 am and 3.30 pm on Mondays to Fridays, except Public Holidays.

If you wish to object to the proposed Order, you should send the grounds for your objection in writing to the undersigned by 2 February 2012. Any objections received will be placed in the working file and can be viewed by the public if requested.

12 January 2012

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